

## WASHINGTON (IAD/KIAD)

Elevation 313ft

### CATEGORY B

AV brief – not required

### GENERAL

- Any warning signals that are received when in the vicinity of the Washington DC Metropolitan area Air Defence Identification Zone (DC ADIZ), including the Flight Restricted Zone (FRZ) should be adhered to. If identified contact ATC accordingly on current frequency or 121.5.

### ARRIVAL

#### Diversions Airports

BALTIMORE	BWI/KBWI	039 nm/069°T	CAT B
PHILADELPHIA	PHL/KPHL	117 nm/061°T	CAT A
CHARLOTTE	CLT/KCLT	280 nm/217°T	CAT A
DETROIT	DTW/KDTW	333 nm/306°T	CAT A

Others that may be used include New York, Newark, Boston, Atlanta.

### Approach

- ATC may give clearance to 'descend via' a particular STAR. If ATC give this clearance, they then expect you to descend to the lowest altitude on the STAR, complying with all constraints in the descent, without further clearance.
- When cleared to "descend via" the STAR be careful not to descend beneath the final cleared altitude. Clarify that altitude with ATC if in doubt.
- During strong W'ly winds, ATC may offer an approach to Rwy 30 via LOC/DME 01R with a requirement to stay within 2 nm during the visual turn onto finals. This is a circling approach. Because BA aircraft are not authorised to conduct circling approaches in the USA, this procedure must be declined.

### BAV Crew Reports

- Crews have reported considerable track shortening is common on approach, with a 7 nm final approach reported in one instance. Rwy 19R: Radar from MULRR expect hdg 220 for 19R LOC. Maintaining 180 kts to marker, may require G/S from above procedure. No DME on ILS. Consider ARMEL VOR for DME. (Note difference between converging ILS and Normal ILS to Rwy19). Rwy 01R: Radar from MULRR expect hdg 180 for 01R. Descend to 4000ft downwind for right base to 01R. Build FMC with 'ASPER — AML 160/14 nm', MOSBY. An approach to 01L is also possible, with a change to land Rwy 30.

## A380

- Full length landing distance is not available on Runway 01C/19C.
- Runway 01C landings shall exit at Twy intersection Y1.
- Runway 19C landings shall exit at or before Twy intersection Y8.
- Arriving A380 will be directed to enter the ramp via the following routings:
  1. Twy K short of Twy C – primary entrance point.
  2. Twy Y short of Twy D – available should operational need necessitate.
- Taxilane F is the preferred transition route from one side of the airfield to the other.

**GROUND**

## ALL

- Normal parking stands for BA are B42 or B38.
- Gates designed for one widebody or two narrow bodies; taxi lines are marked B42/44 and B38/40 respectively.
- B42/44 is an angled stand, lines can be difficult to see at night/in the wet – taxi with caution.

## A380

**Ramp**

- A380 will always be using Twy C. Taxilane D is restricted to a B757-200/300 with winglets when the A380 is operating on Taxilane C.
- Ramp control will direct the departing A380 to Spot 79, the primary exit spot. Spot 78 can also be used should operational need necessitate.
- When exiting the ramp at block 78 you cannot taxi straight ahead but must taxi left onto Z then immediately right onto D before turning 90° left onto Y. The exit from the ramp should be carefully briefed. Avoid secondary tasks until established safely on Y.
- When the A380 transitions west bound on Taxilane F, Ramp control will keep Spot 87 open so as not to delay the crossing of the A380.

**Taxiways**

- Only those taxiways and taxilanes identified in this document are available for A380 operations. If a taxiway/taxiway segment is not explicitly included in this document or LIDO charts 3-70 or 3-80 it should be assumed to be restricted from A380 operations unless prior authorization is obtained from Airport Operations.
  - When the A380 is operating on one of the parallel taxiways to or from the runway, no other aircraft may hold on the connectors between Twy K and Twy J or the connectors between Twy Y and Twy Z.
  - When A380 is taxiing on any parallel taxiway to or from the runway (Twy K, Q, U or Y) no other aircraft can hold at the runway holding point between the parallel taxiway and the runway. e.g. taxiing to Rwy 12 south on Twy Y you cannot taxi past an aircraft holding on Twy E short of Rwy 01C.
  - Taxilane EE is restricted to a B767-400 when the A380 is operating on Taxilane F.
  - **ADVISORY: TAXILANE C HAS REDUCED OBJECT FREE AREA SEPARATION. TAXI SPEED SHOULD BE REDUCED.**
- Txy C threat – Access to stand – B44 – will be via C.
  - At the eastern end of C adjacent to the piers attached to concourse A an offset taxiway C1 has been created. This allows enough wingtip clearance between an A380 taxiing on C and aircraft parked on these stands.

**Parking**

- A380 parking will be on Stand B44 with jetties to doors M2L and U1L.

ALL

<b>BAV Crew Reports</b>
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| <ul style="list-style-type: none"> <li>• According to the staff at IAD, there is a real VHF comms issue on B44. We struggled to talk to station on VHF, we struggled to stay connected to Prague CLC via satphone and we never received the EDNO 1 &amp; 2, despite CLC confirming they had sent numerous copies.</li> </ul> |
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<b>DEPARTURE</b>
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- If taxiing for take-off from Rwy 30 via Twy Y you may be required to hold short at Y11.
- Caution – Y11 runs from Rwy 01C through to Twy Q.

A380

- Full length take-off distance and landing distance is not available on Runway 01C/19C.
- Runway 01C take-off shall begin at Twy intersection Y8.
- Runway 19C take-off shall begin at Twy intersection Y1.
- Only entry for take-off from Rwy 30 is via Y11 and Q. This area can be very confusing as the taxi markings are not clear especially at night.
- Entry points Y and Z are not approved for A380.
- Primary de-icing area is Apron W. Entry will be via W3 or W4

<b>WEATHER</b>
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- Snow from Nov to Mar.
- Early morning fog a possibility throughout the year.
- Prevailing wind S'Iy.

<b>OPERATIONAL INFORMATION</b>
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<b>Handling Agent</b>	Dnata
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times